

FIG. 1

Current Bag

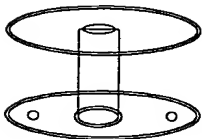


FIG. 1

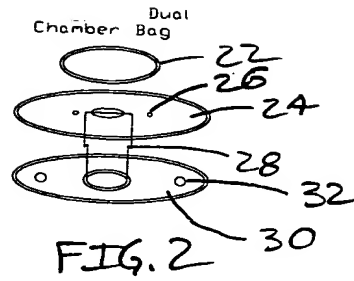


FIG. 2

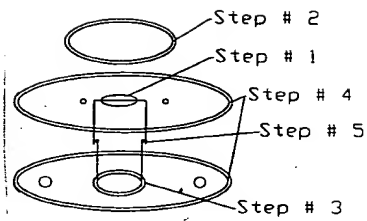


FIG. 3

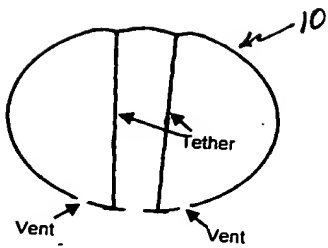


FIG. 4

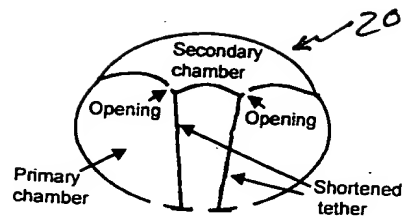
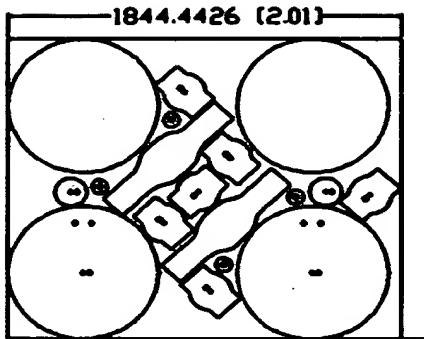


FIG. 5

109020-8280060

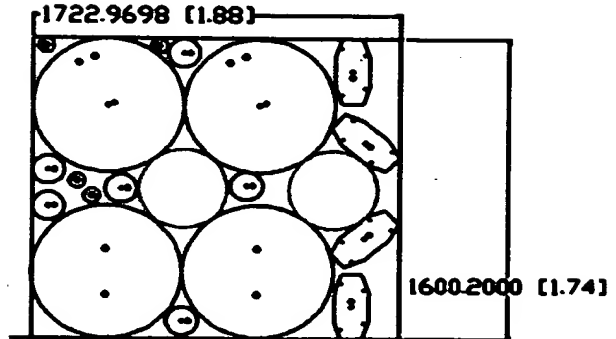
Production Ford Taurus
Driver Airbag



Uses 1.005 Linear Yard/bag

FIG. 6

New Two-Chamber
Driver Airbag



Uses 0.94 Linear Yard/bag

FIG. 7

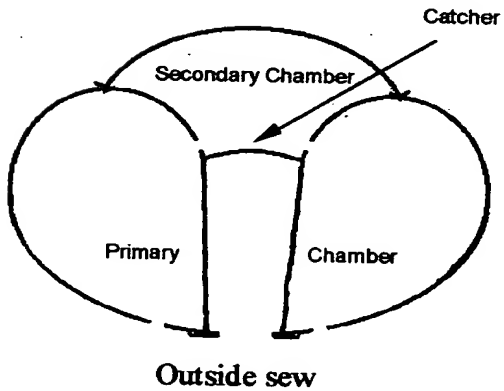


FIG. 8

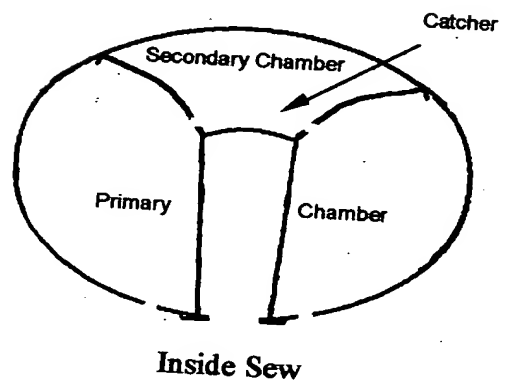


FIG. 9

A schematic diagram of the interconnecting device. It shows a central rectangular body with rounded ends, connected to two horizontal lines representing tethers. The central body has two circular openings, each with a dashed line around it. Labels with arrows point to various features: 'Sewing line' points to the top edge of the central body; 'Interconnecting Vents' points to the dashed circles around the openings; 'Slit' points to the bottom edge of the central body; and 'Holes on Tether' points to the circular openings themselves.

FIG. 1b

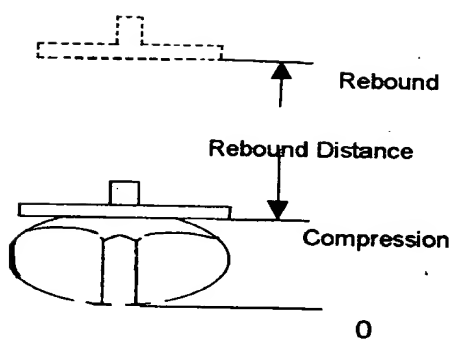


FIG. 11 A

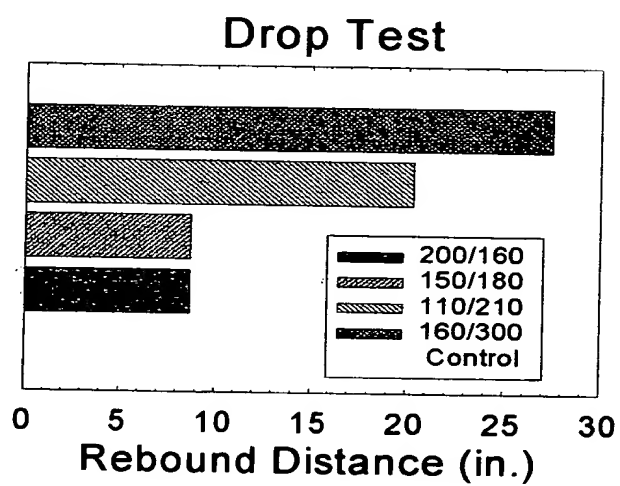


FIG. 11B

Impact Test

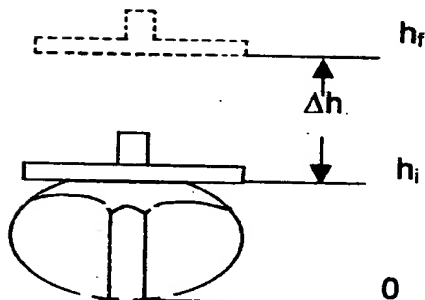


FIG. 12 A

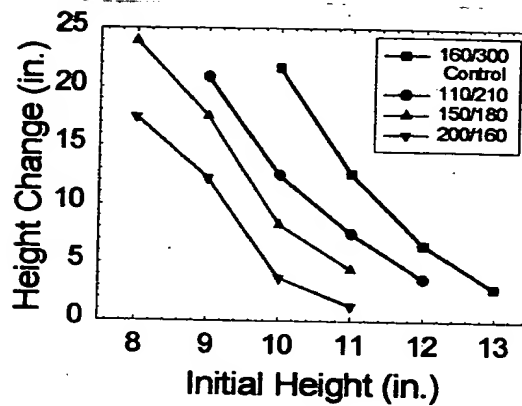


FIG. 12 B

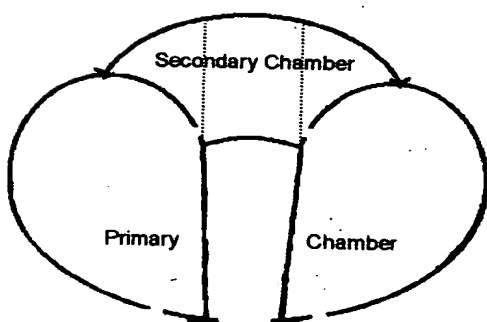


FIG. 13

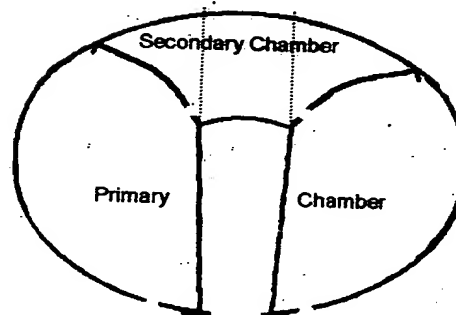


FIG. 14

109020" 82800660

109020 BE800660

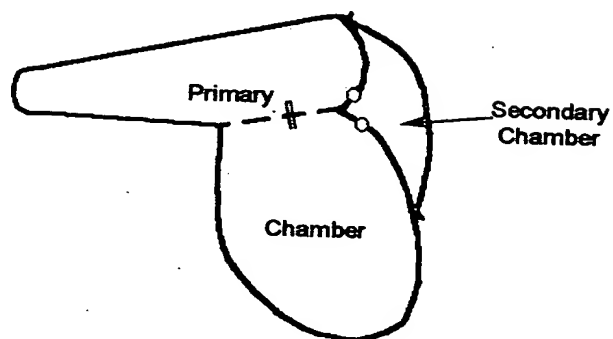
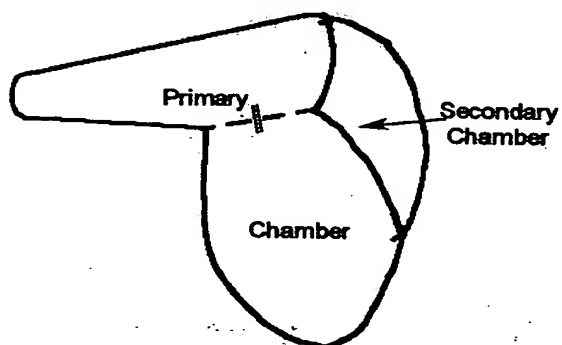


FIG. 17 Outdise Sew



Inside Sew

FIG. 18

Seam connecting half of tether to front panel
(note: the small square piece is independent of this sew)

Seam on the top portion
attaching the front panel
to the top body panel

5mm seam allowance
to connect the small
piece to the outside

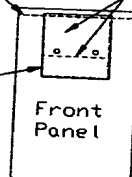
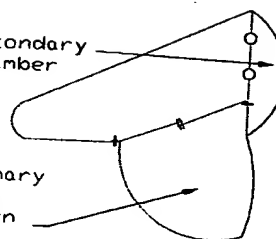


FIG. 19

Secondary chamber

Primary bag
shown in
Blue



Side view of
finished bag

FIG. 20

STAGES OF DEPLOYMENT

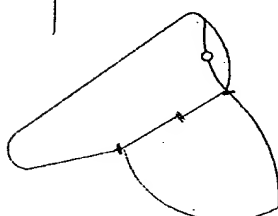


FIG. 21A

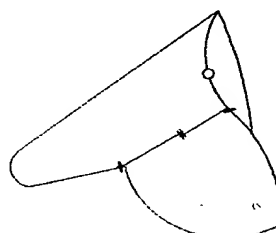


FIG. 22A

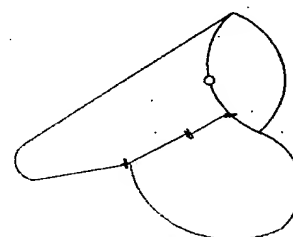
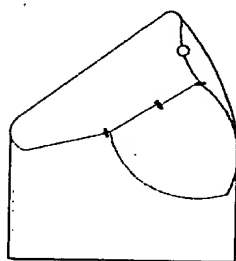


FIG. 23A

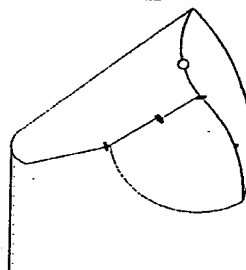
Shown with small
secondary
chamber at the
head contact
portion

STAGES OF DEPLOYMENT



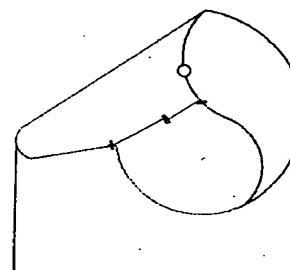
Excursion for
5 YR old
child.

FIG. 21B



Excursion for
50% or small
female

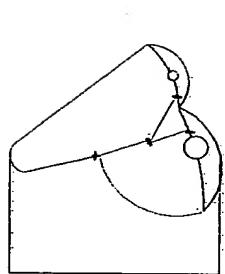
FIG. 22B



Excursion for
95% or large
male

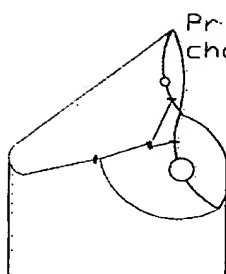
FIG. 23B

Shown with a
larger secondary
chamber across
the entire head
and thorax area



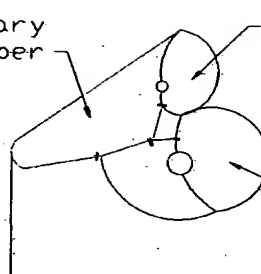
Excursion for
5 YR old
child

FIG. 24



Excursion for
50% or small
female

FIG. 25



Excursion for
95% or large
male

FIG. 26

Primary
chamber

Inflatable
chamber to
control head
and neck injuries

Inflatable chamber
to control viscous
criteria

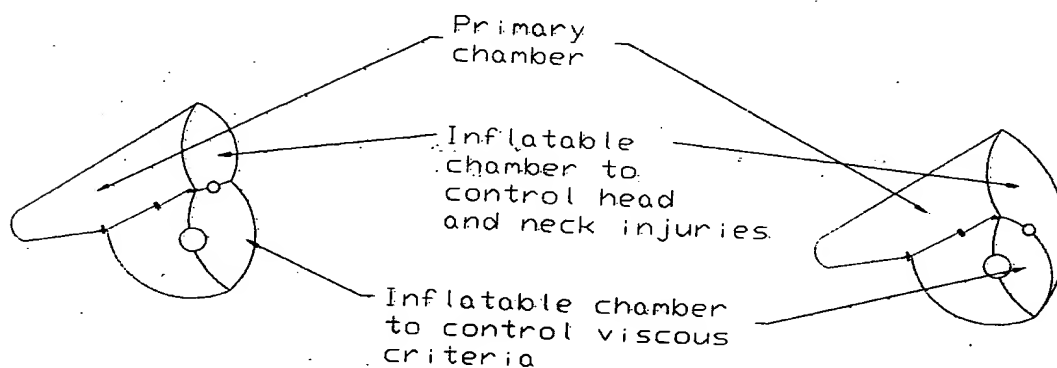


FIG. 27

FIG. 28

105020-82300660

Current Bag

Option #1
Smaller panel (in red)
sewn on the inside

Option #2
Smaller panel (in red)
sewn on the outside

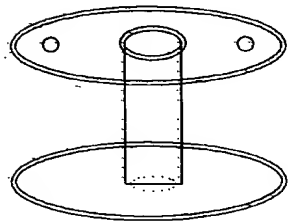
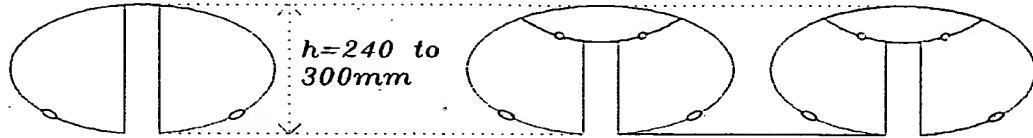


FIG. 29

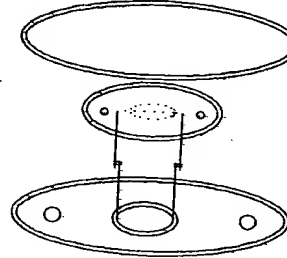


FIG. 30

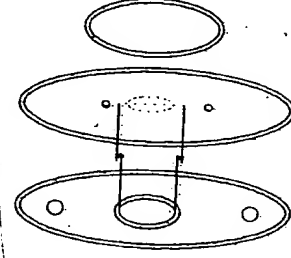
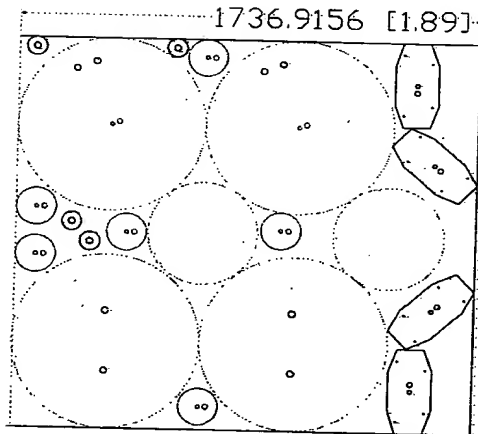
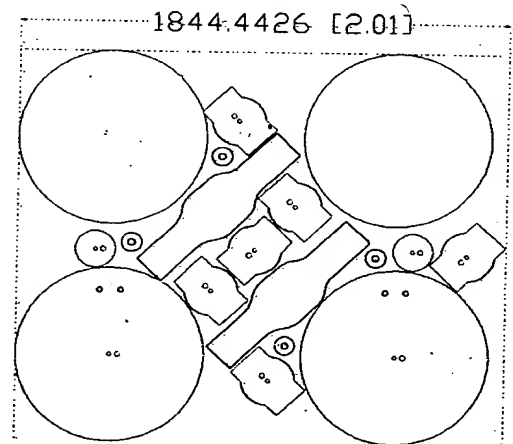


FIG. 31



New and improved bag
uses 0.94 Ln.Yds. per
bag

FIG. 32

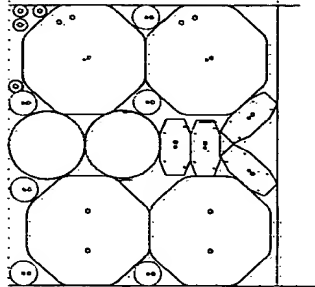


Production bag uses
1.005 Ln.Yds. per bag

FIG. 33

109000838-070601

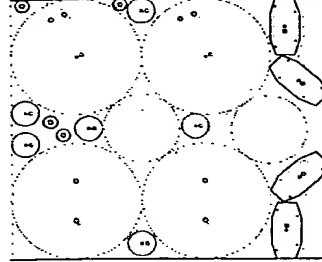
1479.3095 [1.61]



New and improved bag
with
octagon shaped panels
uses 0.805 Ln.Yds. per
bag

FIG. 34

1736.9156 [1.89]

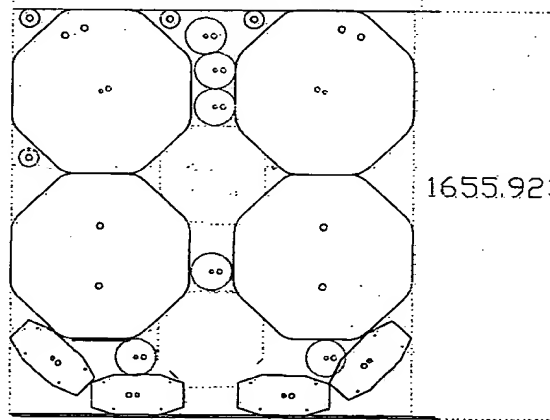


New and improved bag
uses 0.94 Ln.Yds. per
bag

FIG. 35

Octagon shaped outer
panel

1532.9197 [1.67]



1655.9230 [1.80]

FIG. 36

FIG. 38

Three chamber airbag

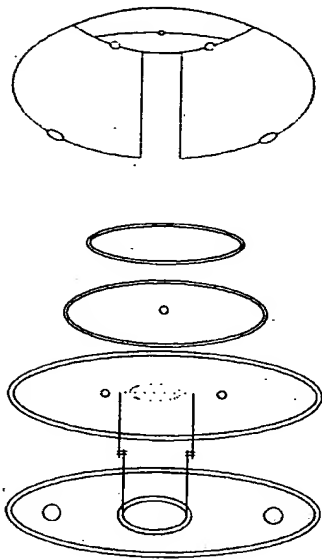


FIG. 38

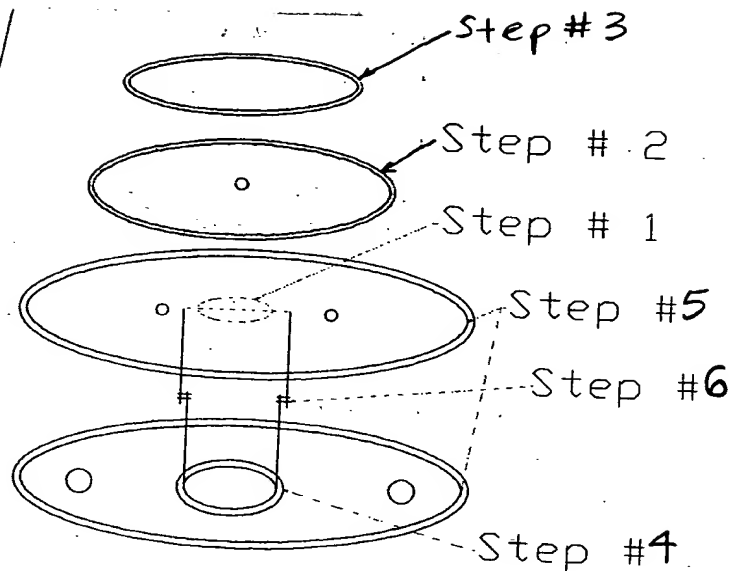
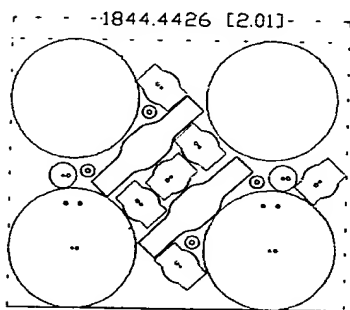


FIG. 37

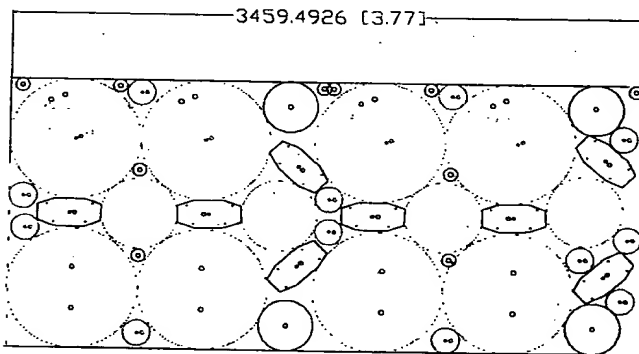
Production Ford
Taurus Driver Bag



Production bag uses
1.005 Ln.Yds. per bag

FIG. 39

Three Chamber Airbag



New and improved bag
uses 0.94 Ln.Yds. per
bag

FIG. 40

TOP SECRET

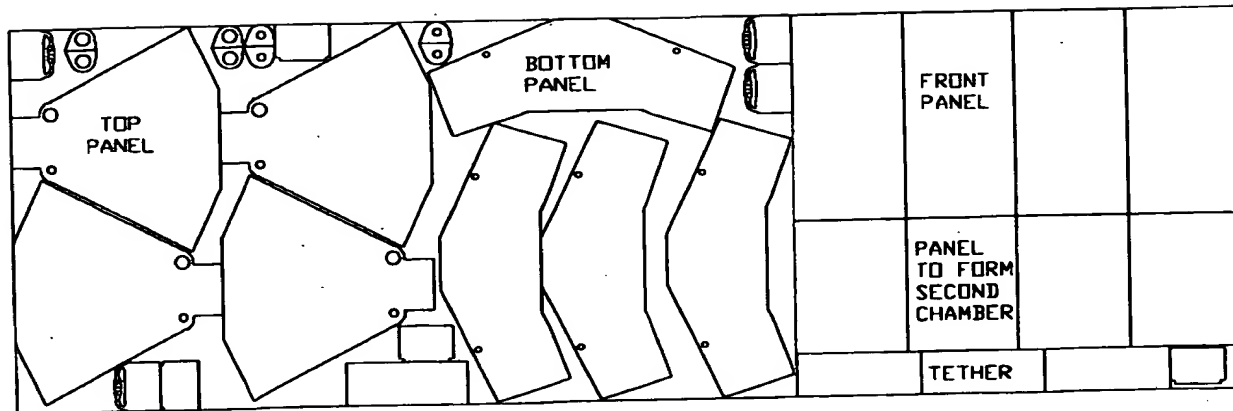


FIG. 41

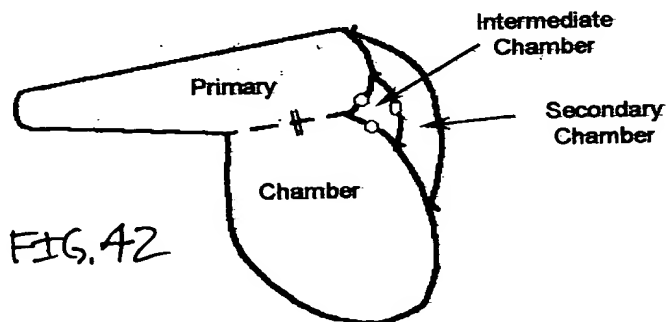


FIG. 42

